



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2302421

Applicant Name : Al Bryant, for Seattle Central Community College

Address of Proposal: 1701 Broadway

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of a 5-story classroom, instructional laboratory, and administrative office building totaling 63,111 square feet, accessory to a major institution (Seattle Central Community College). Project includes accessory parking for 38 vehicles. Environmental Impact Statement prepared by Seattle Central Community College. Review is for SEPA conditioning only.

The following approval is required:

SEPA – for conditioning only. – (Chapter 25.05, Seattle Municipal Code.)

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☒ EIS

☐ DNS with conditions

☐ DNS involving non exempt grading or demolition or
 involving another agency with jurisdiction.

BACKGROUND INFORMATION

Site and Vicinity Description

The subject site is zoned MIO-105 (Major Institution Overlay with a 105-foot height limit). The site is part of the so-called North Plaza site of the campus, specifically the southwest quarter of the block between Broadway and Harvard Avenue, and between E. Denny Way and the vacated E. Howell St. The proposed building will be located just north of the vacated portion of E. Howell Street.

The zoning across Harvard Avenue is multifamily residential (Midrise). The zoning at the northern end of the block between Harvard Avenue and Broadway, beyond the northern reach of the Major Institution overlay and across Broadway to the east is Neighborhood Commercial (NC3-40').

Adjacent uses are as follows:

North	Multi Family Residential, Mixed use residential and commercial, commercial
East	Commercial, Multi Family Residential
West	Multi Family Residential, institutional (Westminster Presbyterian Church)

Proposal

Master Use Permit for future construction of a five-story building totaling 63,111 square feet. The proposed construction is the first phase of what the Seattle Central Community College Final Environmental Impact Statement identifies as a "Technology Center," a 5-story college facility for the Mathematics and Science Departments with general use classrooms, teaching laboratories and offices. The project will include parking partially below grade for 38 vehicles.

Background Information

The Technology Center, Phase I, was identified as a planned development in the SCCC Major Institution Master Plan (MIMP), adopted by Ordinance 120842 and signed by the Mayor on July 9, 2002.

Public Comments

Public notice of the project application was published on December 4, 2003. The required public comment period ended on December 17, 2003. DPD has not received any comments regarding this proposal.

Additional Background Information

In recommending that the City Council approve the SCCC Major Institution Master Plan, the Hearing Examiner, on February 22, 2002, recommended the following condition: "At the time of the Master Use Permit application for the development of the proposed Technology Center, a traffic study shall be conducted in consultation with the SCCC Standing Advisory Committee and appropriate City of Seattle officials and a vehicle access shall be designed and conditioned in a way which both meets the needs of SCCC and minimizes impacts to the surrounding community" (Condition #4). The City Council's Ordinance (#120842), adopting the SCCC Final Major Institution Master Plan, dated July 1, 2002, made the adoption subject to the conditions recommended by the Hearing Examiner on February 22, 2002.

On September 16, 2003, SCCC attempted to convene a meeting of the Citizen Advisory Committee in order to go over, *inter alia*, a Traffic Analysis Update being prepared by Shapiro and Associates. At the time of the meeting, SCCC had not made a transition from the Citizen Advisory Committee who had helped to guide the preparation of the MIMP to a ***Standing Advisory Committee***. This was due, in part at least, to changes in funding and staffing within the Department of Neighborhoods which affected the various Major Institution Advisory Committees throughout the city. Members of the Citizen Advisory Committee (CAC) who attended the meeting of September 16, 2003 were briefed on the scope of the Traffic Analysis Update being prepared by Shapiro and Associates and subsequently published on November 4, 2003. Because the members in attendance did not constitute a quorum, the Shapiro and Associates Traffic Analysis Update subsequently needed to be circulated to other CAC members for reference and to request their comments. With the concurrence of the Department of Neighborhoods, the circulation for comment of the Shapiro and Associates Traffic Analysis Update to current and former members of the Citizens Advisory Committee has been deemed an equivalent fulfillment of the condition incorporated into the adoption ordinance.

Since the effective administration of the Major Institution Master Plan requires the successful implementation and maintenance of a Standing Citizen Advisory Committee following adoption of a master plan, and since a newly constituted Standing Citizen Advisory Committee, meeting the approval of the Director, the Department of Neighborhoods, needs to be in place before any application for permits related to the Technology Center Phase Two will be accepted or reviewed, steps are presently being taken by SCCC, with the assistance of the Department of Neighborhoods, to recruit a fully functional Standing Citizen Advisory Committee from among the original members of the CAC who participated in the development of the MIMP as well as from new recruits.

ANALYSIS - SEPA

The initial disclosure of the potential impacts of the proposed project was made in the Final Environmental Impact Statement (FEIS) prepared by Seattle Central Community College as the Lead Agency and published on August 30, 2001. This environmental review and analysis is to provide project-specific mitigation for impacts directly related to the proposal. The information in the FEIS, supplemental information and the experience of this agency with the review of similar projects forms the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) states, in part, "*where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*" subject to some limitations. Thus, the mitigation that may be required pursuant to SEPA authority is limited. A discussion of likely adverse impacts and how they may be appropriately mitigated follows below.

Short-Term Impacts

Codes and development regulations applicable to this proposal will provide sufficient mitigation for most impacts.

The following temporary construction-related impacts are expected: 1) temporary soil erosion; 2) decreased air quality due to increased dust and other suspended air particulates during excavation and demolition; 3) increased noise and vibration from construction operations and equipment; 4) increased traffic and parking demand from construction personnel; 5) blockage of streets by construction vehicles/activities; 6) conflict with normal pedestrian movement adjacent to the site; and 7) consumption of renewable and non-renewable resources. These impacts are not considered significant because they are temporary and/or minor in scope (Section 25.05.794, SMC). Although not significant, the impacts are adverse and certain mitigation measures are appropriate as specified below.

City codes and/or ordinances apply to the proposal and will provide mitigation for some of the identified impacts. Specifically these are: 1) Street Use Ordinance (watering streets to suppress dust, obstruction of the pedestrian right-of-way during construction, construction along the street right-of-way); 2) Building Code (construction measures in general); and 3) Stormwater, Drainage and Grading Code (temporary soil erosion). Compliance with these applicable codes and ordinances will be adequate to achieve sufficient mitigation and further mitigation by imposing specific conditions is not necessary for these impacts.

Noise Impacts

Due to the close proximity of residences just to the north and the west of the site, the Department finds that the limitations of the Noise Ordinance are inadequate to appropriately mitigate the adverse noise impacts associated with the proposal. The SEPA Construction Impact Policies, (SMC 25.05.675.B) allow the Director to limit the hours of construction (or demolition) to mitigate adverse noise and other construction-related impacts. Therefore, the proposal is conditioned to limit construction activity to non-holiday weekday hours between 7:30 a.m. and 6:00 p.m. Activities related to the demolition will also be permitted on Saturdays, if necessary, but limited to hours between 9:00 a.m. and 6:00 p.m.

Earth

The construction site is not located in a DPD mapped ECA, although a small portion of the southern edge of the campus and larger site includes a small area identified as a 40% steep slope area. A significant physical separation exists between the construction site or any staging activities related to the demolition activity, and the ECA designated area. The activities covered in this proposal will in no way compromise the slope. Therefore, no mitigation in this regard pursuant to SEPA is warranted.

Long-term Impacts

Land use impacts are discussed on pages 23-28 of the FEIS. Specific environmental impacts and mitigation measures relating to the Phase I development of the Technology Center are discussed, *inter alia*, on pages 45ff. Potential long-term impacts that may occur as a result of this project include: 1) increased light and glare; 2) increased height, bulk and scale of buildings on campus; 3) increased traffic; 4) continuation of a parking deficit on campus. These long-term impacts are not considered significant because the impacts are expected to be minor in scope.

Long-term impacts such as these are typical of this type of project and will generally be mitigated by the City's adopted codes and/or ordinances. Specifically these are the: Stormwater, Grading and Drainage Control Codes; and the Land Use Code (aesthetic impacts).

Other impacts not noted here as mitigated by codes or conditions are not sufficiently adverse to warrant further mitigation by condition.

Height, Bulk and Scale

The City Council's Ordinance (#120842), adopting the SCCC Final Major Institution Master Plan, dated July 1, 2002, made the adoption subject to the conditions recommended by the Hearing Examiner on February 22, 2002. The Hearing Examiner's Condition Number 9, "Recommended Conditions Major Institution Master Plan," states that "new structures and additions shall be designed with architectural measures to minimize height, bulk and scale impacts on surrounding properties to the greatest extent possible."

Planned development of the Technology Center Phase I would change the height/bulk/scale of the North Plaza site, until recently occupied by multiple single-story portable classrooms. Although the MIMP for SCCC does not propose specific transition standards, the proposed structure is within the established height limits and the standards for setbacks, lot coverage, floor-area-ratio and open space effectively create height/bulk/scale transitions to adjacent properties. Impacts would not be significant and no further mitigation is warranted.

Light and Glare

The Hearing Examiner's "Recommended Conditions—SEPA" includes "Parking on site shall be designed to screen vehicle headlights from view, both at grade and at higher levels, from surrounding buildings and properties (#2). The parking areas in the proposed Technology Center are located behind screen with a two-inch opening as well as behind a landscaping screen of planted materials as articulated in the proposed Landscape Plan accompanying the building plans. No further mitigation is warranted

Parking

The Seattle Land Use Code, 23.54.016, establishes minimum and maximum parking limits for major educational institutions. The total code requirement based on zoning is a minimum of 1,375 spaces and a maximum of 1,856 spaces. The College currently provides 613 parking spaces (513 in the main parking garage and 100 offsite). The total parking demand has been established as 1,084 spaces, with a resulting deficit of 762 spaces. SCCC is required to make up 5% of the deficit per each new project as well as to provide the parking required for the project. This equates to 38 parking spaces. Since the Technology Center Phase I will provide 38 additional parking spaces, or 5% of the deficit, no further mitigation is warranted.

Traffic

The proposed new Technology Center would result in changes in traffic circulation patterns along Harvard Avenue E. from vehicles entering and leaving the parking area provided at the ground floor of the new structure and from vehicles utilizing the loading area provided off the same street. During construction of the Technology Center Phase One the curb parking spaces on the east side of Harvard Street would be temporarily displaced, resulting in the temporary loss of perhaps 10 parking spaces. Over the long term, increased traffic along Harvard Avenue related to the additional 38 parking spaces within the structure and the occasional loading and unloading associated with building operations would result in an increase traffic impact of Harvard Avenue. While adverse, this impact would not be substantial and no further conditioning under SEPA is warranted.

DECISION –SEPA

The application is **Approved, with the following condition.**

CONDITIONS - SEPA

During Construction

The following condition to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way of Harvard Avenue E. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

1. To further mitigate the noise impacts of the construction process, the hours of construction-related activity shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. and on Saturdays to 9:00 a.m. and 6:00 p.m. This condition may be modified by DPD to allow work of an emergency nature after approval from the Land Use Planner.

Signature: (signature on file) Date: May 31, 2004
Michael Dorcy, Land Use Planner,
Department of Planning and Development
Land Use Services